

AUTO HITS BOY; DEATH FOLLOWS

Mexican Killed When E. F. Tennyson's Auto Strikes Him; Near Globe Mills.

E. F. Tennyson, who was arrested following an accident in which Porfirio Corral Martinez, age 13 years, was killed near the Globe Mills Wednesday afternoon, was released on his personal recognizance Thursday morning by Justice James J. Murphy who conducted the preliminary hearing of the case. The release of Tennyson followed the statement of witnesses of the accident that Tennyson did everything he could to avoid striking Martinez, who ran in front of the car which he was driving.

Dies at Hospital.
The injured boy was placed in the automobile that struck him and carried to the hospital where efforts were made to save his life. It is believed that he sustained a punctured lung and other internal injuries. He died shortly after reaching the hospital. Tennyson was arrested about 10:30 o'clock at his home, 115 Davis street, Wednesday night by motorcycle officer M. F. Scheerer on a warrant from Judge James J. Murphy's court.

Unavoidable.
E. C. Montgomery and A. Capron, witnesses of the accident, testified Thursday morning that Tennyson was not going over ten miles an hour, and that he used every means to prevent the accident.

BLUE MASONS OFFER "ARMY NIGHT" TO CRAFT IN CAMPS

From four to ten o'clock Friday afternoon and night El Paso lodge No. 130, Ancient Free & Accepted Masons, will be at home at the Masonic temple to the hundreds of Masons in the army camps around the city. An attendance upon the degree work beginning at 8 o'clock, that will mark the big assembly hall on the fourth floor of the temple is looked for by the lodge officers.

At 9:15 o'clock the work will be suspended for all visitors and members to attend a banquet, which will be spread by women of the Eastern Star order in the basement.

Officers of Union Labor Speak

Abilene, Texas, July 19, 1916.
We certify that we are UNION MEN, and are members in good standing in labor organizations belonging to the TRADES & LABOR UNION of Abilene, and that the charge now made that Judge Blanton is not a friend to union labor is untrue, unjust and not right. The building done by Judge Blanton was built through a Mortgage Company which furnished every dollar, and Union Contractors in Abilene were unable to comply with the requirements of the Mortgage Company, and did not object to the work being done by the Company's Contractor. Judge Blanton has been a friend to Union Labor ever since we have known him, and we believe that 99 percent of the members of Labor Organizations in Abilene are supporting him. The Carpenters' Union of Abilene wrote a letter to Judge Blanton stating that only one Contractor was able to handle his proposition, and we know that this Contractor turned down the job as he was not able to handle it.

B. P. Harrison,
1st Vice President, Abilene Trades & Labor Council.
W. P. Davis,
Secretary, Abilene Trades & Labor Council.
Chas. A. Pryor,
President Abilene Typographical Union.
George E. Hartley,
Secretary, Abilene Typographical Union.
R. R. Trudy,
J. C. Buford,
W. T. Barbour,
Thos. J. Hill,
H. C. Cheshire,
H. E. Rawlinson.
Political Advertisement.

To The Voters of El Paso County:

The following appeared in a report by the El Paso Herald of a political meeting held at Orchard Park on July 18, 1916:

"E. M. Whitaker, candidate for District Judge, compared the record made by P. R. Price during the fiscal year 1916, to that of the District Court in Tarrant County, and declared that the 41st District Court had disposed of only a little more than one-half what the Tarrant County District Court had disposed of in the same time, and he said that if he did not do better than that at election, he would quit."

During the period referred to by Mr. Whitaker, July 15, 1915, to July 15, 1916, 567 cases have been disposed of in the 41st District Court by final judgment or dismissal; 210 of these were tax suits.

The 41st District Court since its organization has been presided over by three different Judges, Judge J. M. Goggin, A. M. Walthall and P. R. Price. During the last fiscal year, Judge Goggin presided, July, 1907, to 1908, 232 cases were disposed of by final judgment or dismissal. None of these were tax suits. During the last year that Judge Walthall presided, July 1913 to July 1914, 291 cases were disposed of by final judgment or dismissal. None of these were tax suits. It has not been charged by Mr. Whitaker, or any other person so far as I know, that either Judge Goggin or Judge Walthall failed to serve the people efficiently and diligently. As a matter of fact, the number of cases disposed of is of very little value in determining the efficiency of a judge.

During the period referred to by Mr. Whitaker, I was disqualified in one of the cases pending in the 41st District Court and sitting in exchange with Judge Joseph Jones of the 63rd Judicial District. In a period of about two weeks I tried on bitterly contested murder case, several civil cases and disposed of by final judgment some 60 or 80 tax suits. These were not included in the certificates of the 41st District. So far as I know, Mr. Whitaker's certificate from the District Court of Tarrant County does not show the character of the cases disposed of by the Fort Worth Court.

I do not make this statement as any particular evidence of efficiency on my part, but feel that it is entirely proper that the voters have my view of this matter before the primary.

Yours respectfully,
P. R. Price.
(Political Advertisement.)

To The Public.
As a candidate for the office of County Commissioner, Precinct No. 1, El Paso I wish to state that it has been impossible for me to see personally all my friends. I realize that this office is an important one, and that it needs a business man, and one acquainted with local conditions. I have lived in El Paso 26 years, and I feel that my record as a citizen and a business man is clean. For the past three years, I have been associated with Norwood Hall in the Cattle and Real Estate business. I know local conditions and the needs of El Paso County. If elected to this important office, I pledge myself to give to my constituents the best there is in me, and a square deal to all. I most respectfully solicit the support of every citizen who has the interest of the County at heart.
Robert E. Lyons.
(Political Advertisement.)

Vote for A. S. Albro.—Adv.

SEVEN MEN OF MISSION GARAGE GO ON STRIKE

Seven men employed at the Mission garage, Mills and Campbell streets,

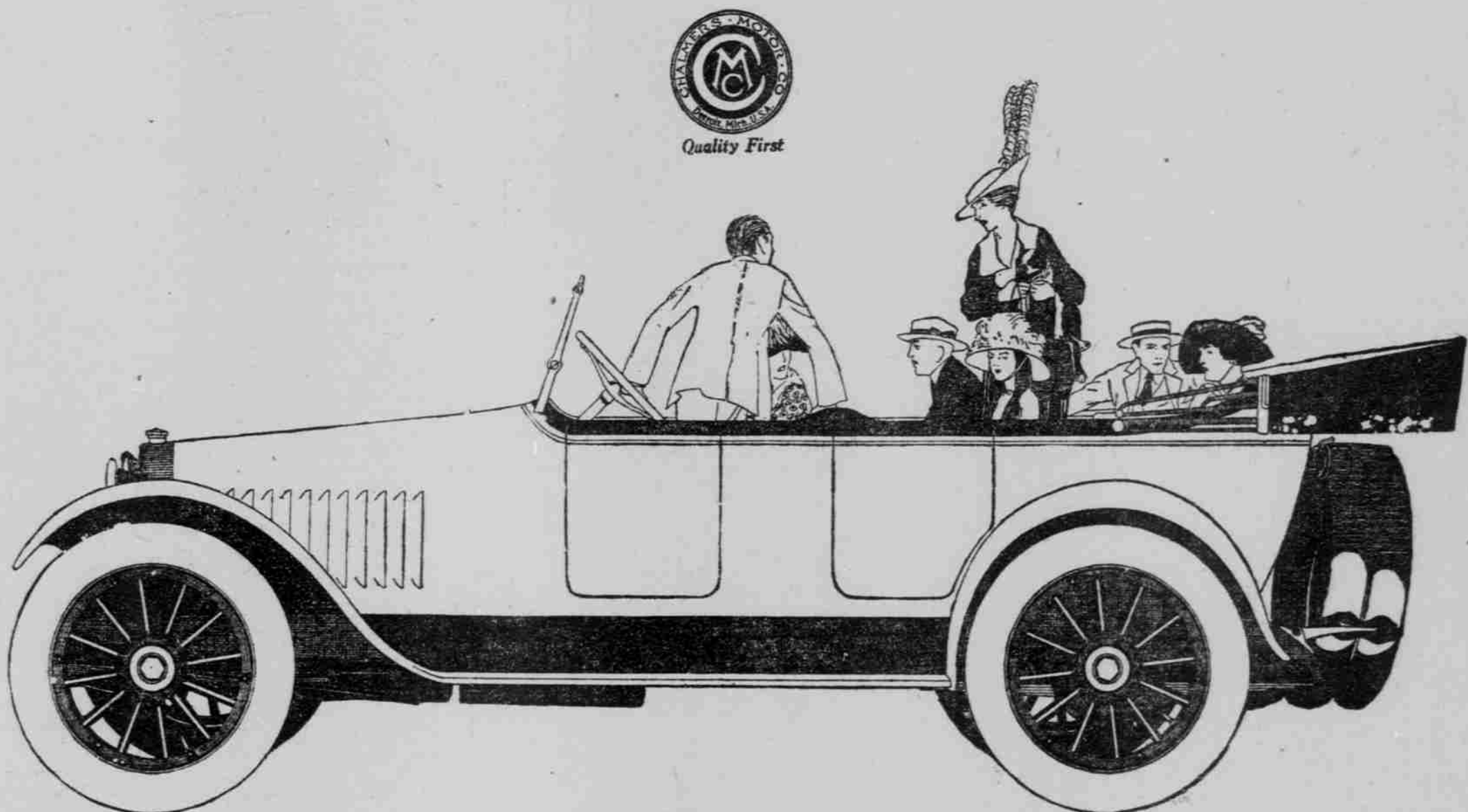
walked out on strike Wednesday night for the alleged cause that their working conditions were bad. According to the statement of the strikers they remained with the garage after the

disastrous fire there, in order to assist the management to clean up the building and did not want to leave them in the lurch.

The dissatisfaction between the strikers and the management of the garage is said to have arisen over the discharge of an employee for incompetency, according to the statement of manager Simpson of the garage.

The names of the strikers are: L. Macintosh, cashier; E. Dugan, shop foreman; Kit Crawford, night foreman; R. G. O'Neil, day foreman; J. Allison, M. Grogan and L. R. Abbott mechanics.

The average amount of savings per capita in the United States is less than \$5.
HEAR SENATOR HUDSPETH AT CLEVELAND SQUARE TONIGHT.—Adv.



Now for 1917

Another new 3400 r. p. m. Chalmers, 7 passengers, 122-inch wheelbase, supreme beauty, \$1280 Detroit
And the original 3400 r. p. m. Chalmers, doubly refined, amazing performance, 115-inch wheelbase, \$1090 Detroit

Picture a giant of rare strength and ability, and clothe him in fine garments—and you have a mighty good picture of this new Chalmers—

the 1917 3400 r. p. m. Chalmers with the 122-inch wheelbase, double cowl body and French pleated upholstery.

A good day's work was done when they made it. They took as a base the 1916 3400 r. p. m. Chalmers. A car that had 1,000,000 miles of record behind it. And a service mark of 99.21 percent perfect.

They didn't touch the 3400 r. p. m. power plant. They stood pat there.

And on this magnificent chassis they laid a body that surpasses the ordinary man's power of expression.

To describe this gorgeous body is like trying to describe a Rocky Mountain sunset. It's impossible.

You get an optic sensation that fills the mind with a picture you'll never forget.

Lines—ladies, they're so severely modern that at first the Chalmers people thought they'd have to change them—too far ahead of the procession.

But Mr. Chalmers finally said to go ahead. And he was right, because the first one that sailed up the avenue stopped traffic.

Men driving cars actually drove up ahead in front to see what car it was.

And performance—gentlemen! There's never been but one that could touch her—her 3400 r. p. m. sister.

She performs with a laugh. She has never refused me a hill. She has never failed to answer my every whim. 3400 r. p. m. is the reason.

But what I like most about her is the perfectly corking body.

I'm going to tell about one little feature of the body, and then you'll have to come and find the rest out for yourself.

It's about the upholstery. Now, there's been reams written and tons talked about upholstery. Some one once measured it in inches. Another described it in curlicue springs. Some one else reduced it to "real hair."

I don't know the thickness of it—and care less; but when I get in the tonneau and sit down I have a feeling that I never want to get out.

It fits the fat man as well as the thin man.

They're long pleats—French pleats—(which say goodbye once and for all time to the "button and biscuit" kind).

She's a real car, gentlemen, and a wonderful value—\$1280 Detroit. You put away in your wardrobe the equivalent of four good suits of clothes, a couple of pairs of ten-dollar shoes, and a Knox hat when you lay down the money for her. You save about \$275.

Don't let me forget to call attention to her smaller sister—

the 1917 3400 r. p. m. Chalmers with the 115-inch wheelbase.

Because she's a 3400 r. p. m.'r, great on the hill, smooth in traffic, full of spunk any time any day.

She's just like her 1916 predecessor. Neither you nor I could tell the difference. And you're dead sure when you buy her because her record is as clear-cut as a cameo—1,000,000 miles of use with a service record of 99.21 percent perfect.

Both cars are ready. If you haven't seen them you've missed a day's treat. Better than going to the art gallery.

E. J. Perry

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W. M. Perry Co., Marfa.
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